

CORRESPONDENCE.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS."]

London, May 20th, 1913.

DEAR SIR,—I beg to enclose for the information of Far Eastern shareholders in the Hongkong Land Investment Company copies of correspondence which has passed between some of the Home Shareholders in that Company and The Secretary.

- 1.—My letter to the Company dated 6th March, 1913.
- 2.—Their reply dated 31st March, 1913.
- 3.—Joint letter signed by various Home Shareholders.

4.—My covering letter to No. 3. It will not work out to the ultimate benefit of Hongkong if an uneasy feeling should prevail at Home with regard to Company management in the Colony.—I am,

Yours faithfully,

G. STEWART.

[Copy.]

The Secretary,
Hongkong Land Investment & Agency Co., Hongkong.

8th March, 1913.

DEAR SIR,—I notice from the Press that in the report of The Hongkong Land Reclamation Company the following remark was made by the Chairman:—

"While the year's working shows the satisfactory profit of \$687,892.40 your Directors have decided to only pay the usual dividend of 7 per cent. on the paid up capital and carry forward the remainder so as to purchase properties if such be offering."

To shareholders in The Land Investment Co. this is an interesting but ominous announcement, as we are face to face with a powerful rival in land operations under the management of some of our own Directors.

On 1st February, 1906, in reply to a remark by Mr. Pollock, our Chairman repudiated the possibility of such a position arising—then as now our Chairman of both Companies.

There is no ambiguity about the policy of The Reclamation Co. to-day; they are frankly storing up their funds to compete against us in property operations, and one naturally reflects upon the ill-success of our own Company in cutting such a sorry figure in its Land operations when our younger rival can show such enormous profits and still have 429,633 square feet of land in Yaumati to dispose of!

I shall be obliged if you will be good enough to inform me of the amounts we have paid since the commencement of this century:—

- 1.—For Managing Directors' Fees and Directors' Fees.
- 2.—And also of the area we disposed of when we sold Kowloon Marine Lot 49 to the Reclamation Co. and the price we obtained for it.
- 3.—I would also be grateful if you could tell me approximately the value of this property to-day or of similar property in the same neighborhood.
- 4.—I would also esteem it a favour if you would let me know whether we have had any other Land transactions with The Reclamation Co. and if so what they have been.
- 5.—I would also be obliged if you would kindly send me the last list of Shareholders in the Land Investment Co. and a memo. of the names of those directors who sit on our Board and on the Board of the Reclamation Co.

I trust you will excuse the trouble I am putting you to, but as Home Shareholders cannot attend the meetings of the Co. it is the only way I can get the information.

—I am,

Yours faithfully,

(Sgd.) GERSHOM STEWART.

II.

Hongkong, 31st March, 1913.

Gershom Stewart, Esq., M.P.,

Whiteholme,

Hoylake,

Cheshire.

DEAR SIR,—I have to acknowledge receipt of your letter of 6th March.

The Hongkong Land Reclamation Company, which was incorporated in 1902, was formed for the purpose of undertaking works to which it was deemed inexpedient to commit the Land Investment Company for the reason that such works involved the locking up for several years of a larger amount of capital than the Land Company could well afford at that time to invest in view of the heavy expenditure of capital required for the completion of its large buildings in the Central district, and in view of the amount likely to be required for its share in the Praya East Reclamation scheme then under consideration; but in order that the Land Company might in a measure benefit by the Reclamation Company's operations it acquired 2,000 shares in the latter Company from which since 1905 it has received a steady 7 per cent. income.

The operations of the Reclamation Company have so far been confined to the Kowloon side of the Harbour in carrying out the large reclamation at Kowloon Point which it acquired in 1902 from the Government at Public Auction at a cost of \$451,000 and upon the reclaiming of which it expended a sum of over \$250,000. Some part of the land thus reclaimed was sold two years later to Messrs. Butterfield & Swire, but the large area remaining from which no income of any sort was derived and which had to carry a high rate of Crown Rent in addition to the loss of interest upon capital remained in the Company's possession until 1909, when a part was sold to the Government and the balance until June last year—a situation which I think you will agree would have been too burdensome for the Land Company to carry.

The Reclamation Company has not and does not compete in land transaction with this Company, and the enormous profits to which you refer have been derived solely from the sale of the Kowloon Point Reclamation, a work which, as already pointed out, it would have been impossible for the Land Company to undertake without heavy borrowing or increase of capital.

The answer to your enquiries is as follows:—

- 1.—The amount paid as Managing Directors' Fees for the years 1900-1912 inclusive is \$458,745.17 and for Directors' Fees \$97,500.

- 2.—The area disposed of when the Land Company sold to the Reclamation Company Kowloon Marine Lot 49 was 165,000 square feet and the price was \$2.50 per foot. Subsequent to the acquisition by the Reclamation Company of this property they extended the lot by purchase from the Government and the reclaiming at considerable cost of an area of 264,633 square feet, which now gives them the area of land in Yaumati to dispose of to which you refer.

- 3.—It is difficult to state the value of this property to-day, but the price asked by the owners is \$4 per square foot.

- 4.—The Reclamation Company has had no other transaction in land with this Company.

- 5.—I forward under separate cover the latest list of shareholders made up on 27th January.

The Directors of the Reclamation Company are all also upon the Directorate of this Company.—Yours faithfully,
(Sgd.) MOWBRAY S. NORTHCOTE,
Acting Secretary.

III.

Whiteholme,

Hoylake,

Cheshire.

Temporarily at

6, Lower Sloane Street,

London.

To the Secretary,

Hongkong Land Investment Co.,

Hongkong.

DEAR SIR,—I have submitted your letter of 31st March to several of our Home shareholders, one of whom in his reply makes the following comment:—"I am struck by the fact that the Secretary's letter of 31st March is a laboured defence of a rival concern."

I beg to enclose a joint reply influential signed, which will show you that Home shareholders in the Land Investment Co. feel they have good reason to complain of their position vis-à-vis the Reclamation Co.

In order to let Eastern shareholders know of the correspondence, I am sending it to the papers. Meantime might I ask you to be so good as to send me a copy of our "Articles of Association," and if you could obtain for me a copy of the Articles of Association of the Reclamation Co. I would esteem it a favour. There is, of course, an additional alternative to the two proposals in the joint letter, but it is one which the shareholders in the Reclamation Co. can alone settle, and that is, that they might divide up their handsome profit of about one and a half million dollars and wind up the Company and so let the old Company proceed on its course with a first call on the knowledge and influence of its own directors.—Yours faithfully,

(Signed.) G. STEWART.

IV.

London, May 28th, 1913.

To the Secretary,
Hongkong Land Investment and Agency Co., Hongkong.

DEAR SIR,—Your letter of March 31st has been submitted to us by Mr. Gershom Stewart and, although the statement giving the reasons why the shareholders in the Land Investment Co. were not offered *pro rata* the shares in the Reclamation Co. cannot from our point of view be considered convincing, still it is rather with the future than with the past that we wish to deal, and therefore with regard to the past we content ourselves with pointing out that the one transaction which the Investment Co. has had with the Reclamation Co. seems to have eventuated much to the advantage of the latter. After paying us \$2.50 per foot for 165,000 square feet, and after reclaiming 264,633 square feet, the Reclamation Co. now finds itself in the possession of 429,633

square feet, which, at the owner's valuation of 4 dollars a foot, works out at a value of \$1,718,532, showing, no doubt, a handsome profit to the Reclamation Co. as we notice from the Reclamation Co.'s accounts that their property stands in at \$943,082.82 only! We submit that if the property was good enough for the new Company to buy, it was good enough for the old Company to keep.

The paragraph in your letter which says that the Reclamation Co. "has not and does not compete in land transactions with the Investment Co." does not cover the important question of future competition which is foreshadowed by the statement made by the Chairman of the Reclamation Co. at their last general meeting:—

"That they carried forward a large sum of money so as to purchase properties if such be offering."

If the Reclamation Co. had been a Company *ad hoc* to deal with one specific area of Land and then be wound up, we would only be in the position of regretting that we had so little share in the profits, but now that the profits, instead of being divided, are going to be used "to purchase properties," an entirely new position has arisen.

It has for many years been apparent that Kowloon with its Railway possibilities, offers one of the best fields for land operations in the Colony, and it is a field which The Land Investment Co. must be in a position to take the fullest advantage of, if the errors and disappointments of the past are to be redeemed.

Our chief disappointment is naturally a drop in the dividend from 12 dollars per share to 7 dollars per share, although, as your letter admits, we have paid to our managing directors since the beginning of this century \$458,745.17 and to our other directors \$97,500; or a total of \$556,245.17, and we would also point out that we have secured but little, if any, addition to our reserve funds out of earnings.

We contend that, in view of figures of this magnitude, we are entitled to claim that our managing directors and directors ought not to assist in the management and direction of the Reclamation Co. now that that Company has started a fund to deal in properties, as it appears to us impossible for members of our Board, the bulk of whom are also on the Board of the Reclamation Co., to adopt and maintain an attitude which will be perfectly impartial and fair to both companies.

The position as it stands is one which especially affects Home shareholders, who, according to the last printed list of shareholders, represent more than half the shares in the Company, and who are unable to attend meetings and express their views.

May we venture to suggest two alternatives to meet the present state of affairs:—

- 1.—Either that our directors should elect which Company they prefer to serve on and retire from the other.
- Or.—That the two companies should be amalgamated by the Land Co. issuing sufficient new capital to take over the assets of the Reclamation Co. at a fair valuation.

It is only by some such policy that the objections of Home shareholders to the present arrangements in regard to the management and direction of the two companies can be removed.—We are, dear Sir, Yours faithfully,

JAMES ROSS ANTON. A. B. JOHNSON.
W. N. BAIN. ROBERT MITCHELL.
S. G. BIRD. H. H. NELSON.
R. H. BIRD. WM. PARLANE.
N. J. EDE. CLEMENT PALMER.
W. F. EDWARDS. G. W. F. PLAYFAIR.
O. T. EDWARDS. I. F. REECE.
R. N. GRAY. R. L. RICHARDSON.
SYDNEY HANCOCK. GERSHOM STEWART.
WILLIAM HARTIGAN. WM. WORTON.
J. E. HUNT. D. WATSON.
CHANTREY INCHBALD. ALFRED T. MAUGER.

KISSING AT RAILWAY STATIONS.

A decree has recently been issued by the Bavarian State Railways forbidding kissing on their railway system. The New York Central Railway Company has for some time past been troubled with the problem of dealing with passengers and their friends who wish to bid them an affectionate farewell. Although the directors have not the power to forbid or penalise kissing, they are building now in connection with every new station a "kissing gallery," an elevated platform where passengers are requested to take leave of their friends, and where kissing can be done to the heart's content and to the limits of endurance. In this way the railway authorities hope to prevent the platforms becoming congested by travellers saying good-bye and kissing.

One of the Parisian railway companies last year promulgated a by-law by which kissing was added to the list of things banned, and an engaged couple who persisted in defying the regulation found themselves haled before the stationmaster, and only escaped prosecution by promising to conform with the regulation.

The physicians of Milwaukee also last year prepared a bill to be submitted to the Legislature for the absolute suppression of kissing on the ground of the practice being a menace to health.

The ancient Romans knew a good deal about kissing. They catalogued and classified the kiss, and provided each variety with its appropriate name. The "osculum" was the mark of friendship, and the "bssium" implied affection. These were given on the forehead and cheeks respectively, but the "suavium," or kiss of love, was reserved for the lips.

SUPREME COURT.

Thursday, 19th June.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR W. REES DAVIES, K.C.)

THE ABDUCTION CASE.

The case in which a Chinese man and woman were charged with abducting a girl under 16 years of age and the man was also charged with defiling her was continued.

At the close of a lengthy hearing, the jury retired to consider their verdict. On returning the foreman (Mr. Worcester) intimated that the jury had difficulty in arriving at a verdict. They again retired, and eventually returned a verdict of guilty on one count against both prisoners. His Lordship passed sentence of two years' imprisonment on each.

"NOLLE PROSEQUI."

The Attorney-General informed his Lordship that with regard to the charge of embezzlement against a man named S. E. Josephs that he had entered a *nolle prosequi*.

THE "TAI ON" PIRACY.

A Chinese named Ip Cho was charged on three counts with being concerned in the piratical attack on the British steamer *Tai On* on April 2nd. He pleaded not guilty. The Hon. Mr. J. A. S. Bucknill, K.C., Attorney-General, instructed by Mr. G. A. Woodcock, Assistant Crown Solicitor, conducted the case for the prosecution.

The following jury was empanelled:—Messrs. R. A. Drude, H. R. Barros, A. Walsley, V. A. Pinna, H. P. Thomas, A. R. Uchmann, and K. Luring.

The Attorney-General stated that the prisoner was charged with assisting in piracy, receiving property knowing it to have been stolen by pirates, and being in possession of articles knowing them to have been stolen. The accused was arrested on 4th April, at Yaumati, carrying a bundle which contained money and a watch and chain which belonged to Miss Dunk, a lady missionary, who was robbed in the piratical attack on the s.s. *Tai On*. The man's feet were covered with scratches, which the prosecution suggested were received while walking, after the ship was beached, through the oyster beds to the shore. But, besides, the man admitted that he knew the articles were stolen but that he was taking them to the sweetheart of a man who asked him to do so.

His Lordship raised the question of jurisdiction.

The Attorney-General submitted authority to prove that the Court had power to deal with an offence committed on a British ship on the high seas.

Evidence of identification of the watch was given.

Prisoner was eventually convicted of being concerned in the piracy, and was sentenced to ten years' penal servitude.

BEFORE HIS HONOUR THE PRINCE JUDGE (MR. JUSTICE KEMP).

GANG ROBBERY.

Fung Kau was charged with robbery by two or more persons at Shauiwan on May 12th. Prisoner pleaded not guilty, and the following jurors were sworn:—Messrs. J. Waldron (foreman), L. G. Rodrigues, B. A. Stanford, A. McDougall, H. G. J. Schmidt, B. J. Spittles and H. Hartman.

The Crown Solicitor (Mr. P. M. Hodgson) informed the jury that although this was a simple case it was rather an important one. On May 12th a junk was lying at Shauiwan. The crew, with the exception of one man, were ashore, when four men boarded her and attacked the man on board. They tied him up, gagged him, stole some \$90 and got clear away. The man on board was eventually released by a woman from another boat, and reported the matter to the police. Two days later the man who was gagged was ashore at Shauiwan, where he met the prisoner, who, he says, was one of the men who gagged him. He stopped the prisoner and invited him on board the junk, saying, "If you don't come I shall give you in charge to the police." The prisoner went aboard. It might seem a somewhat curious thing that the man was coerced to go aboard the junk. However, he stayed on board till the next day, when he was given in charge.

Evidence was then called. After hearing the evidence, the jury returned a verdict of not guilty, and prisoner was discharged.

ACQUITTED.

With regard to Li On, who stood charged with robbery at Shauiwan on the 12th May, Mr. P. M. Hodgson said the Crown offered no evidence. A verdict of not guilty was returned by the jury, and the prisoner was discharged.

DETAINING CHILDREN.

Leung Sing and Li Yee were charged with detaining two male children stolen from Chinese territory and brought to Hongkong.

Mr. Hodgson, in opening, stated that the offence of detaining these two male children was more serious than if they had been female children, because the

parents were deprived of heirs to their family to carry on the ancestral worship of their family, which was an important element in Chinese beliefs. Proceeding, Mr. Hodgson stated that a robbery took place in the Pun Yu district in March and the two children were stolen from their parents, being discovered two months later in the house occupied by the prisoners at Yaumati.

The jury, after hearing the evidence, returned a verdict of guilty against both prisoners. The first prisoner was sentenced to five years' hard labour and 12 strokes of the birch, and the second defendant was sentenced to five years' imprisonment.

THE SERVANT QUESTION.

HOW REGISTRATION WORKS IN CEYLON.

A special correspondent, writing to the *Englishman* from Colombo, says:—One of the consolations of European life in Ceylon is the comparative efficiency of servants. How far this efficiency can be attributed to the system of registration which was introduced in the year 1871 is a question which affords scope for difference of opinion, but it is certain that the Registration Ordinance is far from being a failure. This Ordinance makes it compulsory on every employer to register every domestic servant in his employ under the term "domestic servant" comprising ayahs, bungalow servants, cooks, coachmen, horse-keepers and garden and house coolies, and it is also obligatory on every person entering domestic service to get himself registered. The Registrar of Servants has to satisfy himself of the character of the servants before registering him and on doing so gives him a pocket register or book which contains his thumb mark, any body or tattoo marks, a general description, his age, names of his parents and his town or village. On engaging the servant, the employer takes possession of the book or register and enters in it the date and capacity in which the servant is engaged, and on the servant leaving, he returns it to him with remarks in the columns provided for the purpose as to his character and competency and the reason for the termination of his service. If a servant absconds, the book is returned to the Registrar.

VALUE OF ORDINANCE.

The statement that the Act has been a failure is probably based on the fact that compulsion to register servants has never been enforced. This, however, is entirely due to the remissness of the authorities, who from the first declined to take the Ordinance seriously and have never made any real attempt to enforce its provisions as far as it imposes any obligations on employers. This negligence, far from being evidence of failure, only serves to emphasise the inherent virtues of the Ordinance, because, despite the fact that the prosecution of an employer for neglecting to register persons in his employ is almost unheard of, it is very doubtful whether, if a canvas were made of all the Europeans in Ceylon more than five per cent. would be found whose servants are not registered. This is due firstly to a general recognition by Europeans of the utility of the arrangement legalised by the Ordinance, and secondly to the fact that servants realise the value of having a good "book" as the pocket register is usually called, and take good care that they get one. A dressing "boy" or any bungalow servant of any kind in Ceylon has precious little chance of employment unless he can produce his "book." This is the first thing which applicants for situations are asked for, and when, as not infrequently happens, they offer an excuse for not being in possession of one, it is taken for granted that either they have absconded from their former employer or the latter has endorsed their book in such a manner that no sensible person would dream of taking the owner into his service.

ADVANTAGE OF POCKET REGISTER.

It must, of course, be remembered that the pocket register is not so easily forged or exchanged as ordinary testimonials that take the form of letters, which are practically valueless owing to the ease with which a servant can change his name. The register contains the thumb mark and a full description of the owner, including birth and tattoo marks. There are frequent prosecutions for forgeries in books in the courts and undoubtedly there is a certain amount of traffic in this article, but an employer who allows a servant to palm off another person's book on him is wilfully negligent and deserves to be victimised. These facts make it clear that the registration system can by no means be said to have entirely failed to achieve the purpose aimed at, though it has, chiefly, owing to the supineness of the authorities, not realised all that would be expected of it. The idea was to place all the servants under the control of the police, who are empowered to examine the book of the Registrar and call for a servant's register at any time they wish to do so. As a matter of fact, the police have displayed little or no interest in these matters, and it cannot be said that registration has assisted them to any great extent in tracing thieving servants.

DIFFERENT TYPES OF SERVANTS.

Natives and Burghers recruit servants whom they know and are much better able to enquire into their antecedents than Europeans, so they have little need for testimonials or registers. They employ practically a different type of servant from Europeans, and there is little interchange of servants between wealthy natives employing servants rarely speak English, whereas, different from India, in Colombo it is very exceptional for Europeans to be able to utter or understand a sentence in the vernacular.

SERVANTS SING MASTERS.

The usefulness of the system has been menaced to some extent by dishonest servants taking action for defamation against employers who had made unfavourable comments in their registers, but such cases have invariably failed. If they succeeded, it would in all probability result in the law being changed to meet the case, as there would undoubtedly be a big outcry among the European community if anything happened that vitally injured the registration which has undoubtedly proved to be exceedingly useful. There is at present a tendency to revive the old clauses of the Ordinance, and there have been one or two prosecutions of employers, where it has been revealed in the course of other cases that a servant has been employed without being registered.

INTIMATIONS.



WE HAVE SO MUCH confidence in our Coffee because we know the extreme thought and care that go into the making of every pound. The watchful selection of berries, the thorough double cleaning, the perfect blend and the exact roasting combine to give you such deliciousness as, we believe, no other Coffee has ever attained.

—"LOTUS" COFFEE.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

14, QUEEN'S ROAD CENTRAL.

131

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue

to

THE SOLE AGENTS:

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS

CHATER ROAD.

41

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN WE WILL TELL YOU

CLARK & Co.
SCIENTIFIC OPTICIANS
100, GUDGS. CHATER RD.
HONGKONG

48

NOTICES

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 55. Telephone No. 12.
Telegraphic Address: Press.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

VICTORIA RECREATION CLUB

AN EVENING FETE.

Will be held in the SWIMMING ENCLOSURE, TO-MORROW (SATURDAY), 21st JUNE, 1913, COMMENCING AT 9.15 P.M.

String Band of the D.C.L.I. in Attendance.

ADMISSION 50 CENTS.

(Members Free).

F. LAMBERT,

Hon. Secretary.

Hongkong, 20th June, 1913. [806]

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"DEVANHA," Arrived Hongkong on 18th June, 1913, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named steamer are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., as s.s. "Moldavia,"
From Persian Gulf, as s.s. "B. I. S. N."
and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 19th June, 1913.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE TRANSFER BOOKS of the above Company will be CLOSED as from the 18th inst. to the 8th July, 1913, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 18th June, 1913. [805]

WANTED.

COMPETENT CHINESE TYPIST. Good Handwriting and thorough Knowledge of English indispensable.

Apply by letter to—
MANAGER, "HONGKONG DAILY PRESS" Office, Hongkong, 16th June, 1913. [762]

MEDICAL PARTNERSHIP.

M.B. R.S. (Lond.), 7 years sole charge large Hospital in China, married, good knowledge of Mandarin, considerable experience midwifery, diseases of Children and Major Operations, etc., desirous to purchase share in old established practice in the East. Free early Autopsy.

All correspondence in strict confidence—
Box 19, Care of "Daily Press" Office, Hongkong, 19th June, 1913. [803]

MASSAGE.

SKILLFUL Safety in the General or Electric. Miss MORITA, Care of NOKUSA HOTEL, 15, 16 and 17, Connaught Road, Opposite Blake Pier.

Hongkong, 8th May, 1913. [652]

FOR SALE.

NO. 199 WANCHAI ROAD, on INLAND LOTS No. 742 and 743.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD., Hongkong, 3rd June, 1913. [753]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

INTIMATIONS

IN THE MATTER OF THE COMPANIES ORDINANCE No. 58 of 1911,

IN THE MATTER OF THE SAM WANG LAND INVESTMENT, LOAN & AGENCY CO., LTD.; (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the Members of the above-named Company will be held at the Offices of Messrs. PEARCE, SMITH & FLEMING, No. 5, Queen's Road Central (First Floor), Hongkong, at 12 o'clock NOON, TO-MORROW (SATURDAY), the Twenty-First day of June, 1913, for the purpose of having an account laid before them for the year ending 15th May, 1913, and of hearing any explanations that may be given by the Liquidator.

J. HENNESSEY SETH,

Liquidator.

Hongkong, the 12th day of June, 1913. [791]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers. Correspondence and Tabulated Work turned out with Accuracy and despatch. Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,

Manager,

10, Queen's Road Central, (First Floor).

Telephone No. 650.

Hongkong, 1st June, 1913. [772]

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE

DAIRY FARM CO., LTD.

[28]

JUST ARRIVED.

AMERICA'S LEADING

W.B. CORSET.

GREAT DEMAND FOR LONG WAIST.

ERECT FORM AND NUFORM.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 10th June, 1913. [45]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building)

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[529]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—

MANAGER,

Hongkong Daily Press Office

[780]

TO LET.

TO LET.

(From 1st July, 1913.)

Apply—

LINSTEAD & DAVIS,

Hongkong, 10th June, 1913.

TO LET.

"BREEZY VILLA," No. 2, Park Road

4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour.

For Rent, etc., please apply to—

YAP HOK LING,

No. 4, Ripon Terrace,

Hongkong, 28th March, 1913. [507]

INTIMATIONS

LANE, CRAWFORD & Co.

Telephone 97.

COOL AS A SEA BREEZE

The NEW IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

B. V. D.

COAT OUT UNDERSHIRTS

AND

KNEE LENGTH DRAWERS.

\$2.50 and \$5.00 per Suit.

SLEEPING SUITS

SHORT SLEEVES. KNEE LENGTH.

\$3.00 and \$4.75 per Suit.

AERTEX

CELLULAR CLOTHING

DAY SHIRTS. TENNIS SHIRTS.

SOFT THROUGHOUT. WITH COLLAR AND POCKET.

LANE, CRAWFORD & Co.

[46]

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM—
WING ON Co.
SINGH Co.
KWONG HIP SHING.
KWONG WAH.
KWONG FOOK CHEONG.
SUN Co.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PATA-CAKE.

SHORTCAKE.

REDDY BEAR.

LEMON PUFF CREAM.

CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Bourne, Milk, Nice, Osborne, etc., are also made by us and Sold at Prices which Compare Favourably with any other Maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MacEWEN, FRICKEL & Co.,

HONGKONG AND CANTON.

[392-2]

LOCATION:—CAUSEWAY BAY

HIPPODROME CIRCUS.

TO-NIGHT (FRIDAY), JUNE 20TH,

COMPLIMENTARY BENEFIT TENDERED

TO

COL. BOB LOVE.

A HOST OF LOCAL AND PROFESSIONAL TALENT PROMISED.

A MONSTER PROGRAMME!

WILD WEST STUNTS. HUMAN WEIGHT LIFTING.

TO NIGHT AT 9.15 P.M. SHARP.

MATINEE—TO-MORROW (SATURDAY), AT 4 P.M. SHARP.

FOR FULL PARTICULARS SEE OUR HAND-BILLS DAILY.

Special Late Train after each Performance.

Box Plan at ROBINSON PIANO CO., LTD.

COL. BOB LOVE, Touring Manager.

Hongkong, 20th June, 1913. [778]

TO LET

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS

with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

Also

NEW FIVE-ROOMED TERRACE

HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 12th May, 1913. [663]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET ONE-ROOMED OFFICE.

Apply Property Office.

JARDINE, MATHESON & Co., Ltd., Hongkong, 23rd May, 1912. [66]

TO LET

TO LET.

No. 153, PRINCE EAST, GODOWN.

FOR SALE or TO LET.

Unfurnished, a HOUSE at The Peak

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1913. [65]

TO LET

THE Premises presently occupied by D. CHELLARAM, No. 55, QUEEN'S ROAD CENTRAL, as Silk Store. Also a ROOM on First Floor above the Store, jointly or separately.

For particulars apply—

D. CHELLARAM,

55, Queen's Road Central.

Hongkong, 12th June, 1913. [789]

TO LET

TO LET.

FLATS, "WILD DELL," No. 147 Wanchai Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality. "HOMESTEAD," No. 45, PEAK.

Apply to—

TSANG KIT-FAN,

Comptroller Department,

HONGKONG & SHANGHAI BANKING CORPORATION.

Hongkong, 29th April, 1913. [522]

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 & 14, Queen's Rd. Central.

No. 3, MOUNTAIN VIEW, PEAK.

No. 5, STEWART TERRACE, PEAK.

"ROCKLANDS," 7, Robinson Road.

Apply to—

M. J. D. STEPHENS,

Hongkong, 14th June, 1913. [722]

TO LET.

LA HACIENDA EAST, 74, Mount Kellet Road.

GOLDOWN in Ice House Road, at present in occupation of Messrs. B. D. Sassoon & Co.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 7th June, 1913. [587]

TO LET

NO 21, SHELLEY STREET.

Furnished, "KIRKENDALL," No. 113, THE PEAK, till 30th September. Immediate possession.

No. 111, PEAK, "ARDSHEAL," Furnished or Unfurnished with immediate possession; 5-Roomed Bungalow just repaired and painted throughout.

"CRAIG RYME," No. 4, The Peak, 7, Tel. 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.

From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS

To Lot or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak. 5 ROOMS.

For Sale. "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale. "HARFING and ROGATE," on part of Kowloon Island Lot No. 1354.

Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 19th June, 1913. [64]

TO LET

"EDGEHILL," No. 6A, THE PEAK—FURNISHED.

For particulars apply to—

B. SUTHERLAND,

JARDINE, MATHESON & Co., LTD.

Hongkong, 9th May, 1913. [593]

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,700,000

RESERVE LIABILITY OF

PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.

A. S. HEWETT,

Acting Manager.

Hongkong, 14th April, 1913. [713]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES—

Bombay Calcutta Canton Cebu Colon

Empire Hongkong Hankow Kobe

Manila Mexico Panama Peking

San Francisco Shanghai Yokohama

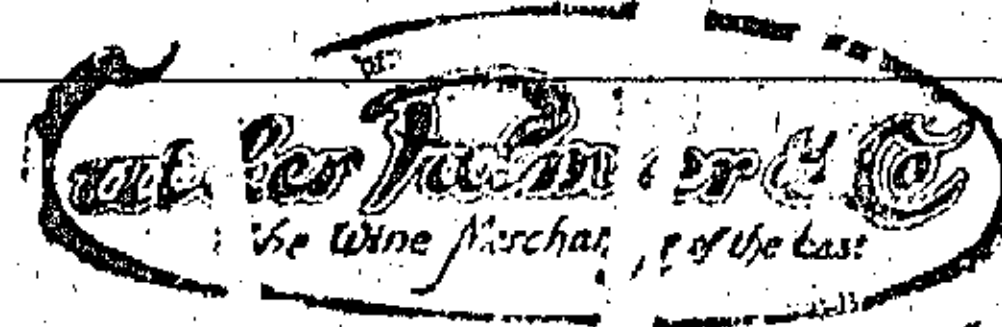
CAPITAL AND SURPLUS \$7,000,000

equal £1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum



NALPER'S
JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN
1745.

Beware of
IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

THE AUSTRIAN EMPEROR.

HIS PRIVATE LIFE.

This is a sketch of the home life of the Sovereign who at the present moment holds the peace of Europe in his hands. It is an intimate study, by one who knows the Court life of Austria.

The aged Emperor dines alone on gold plate from the famous service whose central decorative piece is worth \$3,000. There is but one guest—a general aide-de-camp or high official of the Court. The proudest monarch of Europe is alone with one guest. Etiquette demands it. There are eight services—Hofburg ceremony does not permit less, and Hofburg custom makes the soup-ment follow the soup—a tradition dating from before Charles the Fifth. Then fish, the garnished roast, a vegetable, fowl or game with compote, salads and cheese, sweets and dessert. Imperial etiquette demands four wines. The vast old palace has the most perfect cellars in Europe, the best *crus* of Lower Austria, Hungary, of Bordeaux, Burgundy, Champagne, Moselle, the Rhine and the only real Tokay remaining in the world from the Hapsburg vineyards, years ago destroyed by the phylloxera. The aged Emperor loves them; but his doctors have prescribed him Pilsener beer. He does not like it, but he drinks it, sipping towards the end a single glass of some rare vintage.

Five gorgeous flunkies in pale blue, buff, pink and gold, serve the two men. There have been no flowers on the table since the tragic death of the Empress Elizabeth; but the light of wax candles glimmers on the golden service and the rare wines in cut glass. They dip from historic tapestries to carved wood furniture and panels such as no museum possesses, and make dancing shadows in the distant corner.

A FRIGID COURT.

It is the frigid Court of a lone, aged Emperor, bereaved by violent death of wife, only son and favourite brother, so high that none dare offer him sympathy, stern and unbending in his haughty isolation. When his daughters, Marie Valerie, with her battalion of children, or Gisela, now become a morose old woman, are not there on some rare visit, the Emperor is alone. It is his wish. He is too old for State dinners and Court functions, except the most indispensable brief and infrequent. Early, between 4 and 5 a.m., a valet, awaiting his call, brings café-au-lait, butter, rolls, croissants, toast and pumpernickel bread. At 8 a.m. they serve his breakfast in a sunny room between a private library and the study that adjoins the Imperial dressing room: eggs, grilled meats, sausages, potatoes and pancakes Suzette, rolled one by one, with melted butter, orange juice and a spoonful of Kirsch or Maraschino in a shining dish, of which he never tires. His particular secretary arrives, the mail is disposed of, and one or more Ministers received. At noon there is an intermediate meal of potage, vegetables and pastry cook specialties, a triumph of Vienna cuisine. He walks in the palace park and continues to take the air in a carriage. Up to five years ago, when staying at one of the Imperial chateaux he often drove certain trotting horses—a pleasure to which Colonel Red Grant initiated him. Imperial etiquette forbids the sovereign to be seen holding the reins in Vienna. Between 3.30 and 5 p.m. short audiences are given to ambassadors, generals, governors or others, by appointment. The Emperor's dinner begins at five o'clock to which one guest must always be invited.

OTHER DAYS.

The aged Emperor is dreaming of the gorgeous gala dinners of the past. He sees the ideal throngs of other days. Again he hears the three taps of the grand chamberlain's cane to announce the entrance of his Imperial and Royal Majesties. By enchantment doors fly open, and the glittering throng, bejewelled and perfumed, flashing colours and plumes, aigrettes and flowers, laughing and murmuring to the clink of gala swords and sabres, is struck to silence. Their Majesties pass. Under the light of a thousand wax candles, the bare shoulders of beautiful women incline profoundly. Vanished all that. . . . The aged Emperor sighs, and plans little pleasures which the doctors still permit him. He may still hunt; doubtless, he no longer claims the chase of the chamois or the woodcock, but his hand is still firm as he waits on his campstool in the forest; any stag or roebuck that comes within range is sure of its death. Horseback riding is more difficult; and it is doubly painful to give up a favourite exercise that kept him in touch with the great love of his life—the army. Twice a year they hoist him to the back of a strong tranquil animal, a phantom of the brilliant cavalier of other days; and Francis Joseph, stiff and bruised, watches the spring review and the finale of the autumn manoeuvres. He loves his cigar, and smokes continually the green and juicy marvels made for him by the two famous Cuban growers. Since the doctors have decided they affect his heart, he smokes pale Trablers, product of the Austrian regio. From mild Extreme-Orient leaves, whose perfume is principal to negative. The Emperor looks up from his cigar. How lonely is the immense palace, full of hiding courtyards, functionaries, servants! It is still early, not yet seven. Francis Joseph rises. His guest takes ceremonial leave and the sovereign goes to his study. What a valise, that study! Suites libraries and offices in endless corridors, from which once went out minute administration of the Dual Empire. Francis Joseph sighs with relief, and glances at the clock. His real life begins. A confidential valet helps him into hat and overcoat. By a bluish elevator, whose door imitates a bookcase, he descends to the ground floor. It is an extraordinary little elevator in itself, and its situation—the thickness of the Hofburg wall. Cut down two stories to the ground floor, the shaft communicates by a short, secret corridor—ten steps—with a locked door on one of the smaller scarcely used courtyards of the Hofburg designed structurally to give light and air, and dignified by a carriage drive that once served as a particular entrance for some archduke. Between the Emperor's study and the waiting motor-car is, thus, a trip of a short minute—saving

WM. POWELL,
LTD.

TELEPHONE 346.

ELLWOOD'S

PATENT AIR CHAMBER HELMETS

LATEST SHAPE NO. 105.

WITH PUGGAREE **\$10.00** SPECIAL PRICE

OBTAINABLE FROM

WM. POWELL, LTD.

HEAWOOD TIN AND RUBBER.

A detour of half a mile by suites of rooms, stairways, and corridors. He walks twenty steps across the little courtyard to the door, where the motor-car awaits him. There is no special secrecy—it is to avoid ceremony merely. He gives no directions; the chauffeur knows where to go. Quitting the frigid solemn Hofburg out into the bright bustling early evening of Vienna, past crowds hastening to theatre and music-hall, into fair streets of romance, the car stops at a comfortable villa. The old sovereign enters the gate alone. The front door opens as he mounts the three marble steps. When the door shuts he is no longer the dread, lonely Emperor and apostolic King; but Herr Schratz, regularly called the "Colonel," careless and easy, negligent and slouchy, bright, warm, cosy, snug among old friends.

HERE SCHRATZ.

All Vienna knows it. There is nothing to conceal. Since the tragic death of the Empress Elizabeth, Francis Joseph is a widower, 81 years old; and if all Vienna smiles at "Monsieur Schratz," it is with respectful sympathy and understanding. Years ago when the Burg Theatre was a wing of the Hofburg, the great actress, Katharina Schratz—the Sarah Bernhardt and Rejane of Vienna—was presented to Francis Joseph by the Empress Elizabeth herself. For long, she too has lived retired; and the mourning Emperor found her so intelligent, so fine, and also so good that old loves and sorrows having burnt out, an affectionate friendship grew up to give him a kind of peaceful solace. The Court calls her "the housewife," which means middle-class, not noble. So Francis Joseph has come to wish that his hours of happiness shall be with Katharina Schratz, for the first time in sixty-five years, he learned what blessed relief from frigid etiquette, numbing ceremony, and hollow sycophancy may be. The woman of heart, the artistic genius, who played the roles of great queens on the boards of the Court theatre before archdukes and princesses, slowly and tactfully broke through the solemnity of the divinity that hedged and hampered the poor man throughout his life.

THE RETURN.

The bell rings and the partners of interminable games of "tarok"—a sort of Austrian "bridge"—arrive. They are two ancient friends of the great actress, become friends of Herr Schratz—always the same; Herr Palmer, director of the Bank des Pays Autrichiens, and an international private banker so extremely illusive that his name is well-known to Francis Joseph. The Jewish banker and Monsieur Schratz—not the head of the Holy Roman Empire—are fast old cronies, to the sorrow and scandal of the Countess C., morganatic but directing wife of Archduke Francis Ferdinand, heir to the dual crown. Often the Emperor loses all the money in his purse—a dozen florins—at the nightly game of tarok. He plays badly. None wants him for partner; so they cut to see who takes him. He laughs boisterously. Meanwhile tea is prepared in the adjoining dining-room. What a tea! When the *medicinal* *déjeuner* announces that the meal is served, the table is a mingled pastry-cook's shop and pork butcher's. At ten o'clock the motor-car is announced; and Madame Katharina helps the "Colonel" into hat and overcoat. The car rolls through the streets of Vienna, still bright and boisterous, to the cold, solemn Hofburg. It stops at the little door of the small courtyard. Up the bluish elevator they ride, to the study he had left three hours ago. The valet takes his hat and coat. The Emperor has returned.

PASSED THE CANAL.

May 30th—Antiochus, Ueylon, Nore, Peiho, Sinala.
June 6th—Bulow, Ernest Simons, Glenroy, Hirano Maru, Satsuma, Teak, Teucer, Tudeus, Den of Glamis.
June 10th—Bohemian, Hitachi Maru, Kaerber, Nippon, Preussen.
June 13th—Catalpa, Indrami, Nauru, Nile, Perseus, Polymestor, Atreus.
June 17th—Banglor, Dunbar, Lennox, Torck, Kansas, Louvi.
ARRIVALS AT HOME.
June 17th—Bohemian.

LATEST STEAMER MOVEMENTS.

The American and Manchurian Line steamer *Kansas* passed the Suez Canal on the 17th June, for Hongkong direct.
The H.A.L. str. *C. Ferd. Laeis* left Manila on the 18th June, a.m., and may be expected here on or about the 21st June, a.m.



THE GREAT HOME
ENTERTAINER
THE VICTOR

VICTROLA IV.

PRICE \$35.

AN IDEAL MUSICAL INSTRUMENT.

EXCLUSIVE DISTRIBUTORS.

S. MOUTRIE & CO., LTD.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA".
Arrived Hongkong on 13th June, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 13th June, 1913.

FROM EUROPE.

THE "HANSA" Steamship

"GOLDENFELS".
Captain Dieckmann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 23rd inst. at 10 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex ss. "Argus" from Norrköping.
Ex ss. "Norge" from Göteborg.
Ex ss. "Triloborg" from Åhus.
Ex ss. "Jelo" from Drammen.

HAMBURG-AMERICA LINE.
Hongkong Office.

Hongkong, 16th June, 1913.

S.S. "ATLANTIQUE".

COMPAGNIE DES MESAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. "Atlantique" and "Esquive" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 23rd inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 26th inst., or they will not be recognised.

All damaged packages will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 16th June, 1913.

THE NEW FRENCH REMEDY.
THERAPION No. 1
CHLORODYNE, HYPERICIN, WITHOUT NARCOTICS.
THERAPION No. 2
CHLORODYNE, HYPERICIN, AND NARCOTICS.
THERAPION No. 3
CHLORODYNE, HYPERICIN, AND NARCOTICS, WITH A CURE FOR YOU.

ALL TRADE MARKED WORD "THERAPION" IS ON BOTTLE, OVER STAMP AFFIXED TO ALL GENUINE PACKETS. INSIST ON HAVING THERAPION.

NOTICES TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

S.S. "BENLAVERS".

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 18th June, 1913.

1804

MEN-OF-WAR ON THE CHINA AND JAPAN STRAITS.

BRITISH.

Albion, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochrane, Weihaiwei.

Atlas, admiral's tug, 615 tons, 1,400 h.p., Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, en route to Shanghai.

Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darvall, Hongkong.

Cadmus, British ship, 1,070 tons, i.h.p., 1,400 f.d., Comdr. Hugh P. E. T. Williams, Shanghai.

Cherub, water tank and tug, 390 tons, i.h.p., 340, Master W. Smith, Hongkong.

Clio, British ship, 1,070 tons, i.h.p., 1,400, Comdr. Mackenzie, D.S.O., Penang.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt.-Comdr. Wilkin-son, Hongkong.

Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Charles F. Corbett, M. V. O., en route to Weihaiwei.

Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain Marcus Rowley Hill, Weihaiwei.

Kinsale, 615 tons, i.h.p., 1,200, Lt.-Comdr. H. Marjary, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pascoe, Labuan.

Victor, armoured cruiser (flagship) Vice-Admiral T. H. Jermyn, C.B., i.h.p., 27,000, Capt. B. Kiddie, Weihaiwei.

Monmouth, armoured cruiser, 9,600 tons, i.h.p., 22,000, Capt. B. H. F. Bartlett, M.V.O., Yokohama.

Morven, river gunboat, 180 tons, 2 guns, i.h.p., 600, Lieut.-Comdr. Allen Dixon, Canton.

Newcastle, 2nd class cruiser, 4,500 tons, turbine 22,000 f.d., Captain George P. E. Hunt, D.S.O., Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt.-Comdr. Malcolm Murray, R.N., Yang-tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 5,300 h.p., Lieut.-Comdr. Wilkinson, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Yangtze.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. J. Heetwood-Nash, Hongkong.

Rescue, depot ship for Submarines, 980 tons, i.h.p., 1,400, Lt.-Comdr. N. E. Archdale, Canton.

Satellite, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River.

Slip, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leach, Yangtze.

Taka, torpedo boat destroyer, 345 tons, i.h.p., 6,000, Gunner W. H. Ryder, Hongkong.

Tenar, receiving ship, 4,000 tons, 6 guns, Commodore R. Austruther, O.M.G., Hongkong.

Tell, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut.-Comdr. Hon. Guy Stoford, Chung-kiang.

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. H. N. Cottrell, Dorrner, Hankow.

Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lt. Maxwell, Yangtze.

Vingo, torpedo-boat destroyer, 395 tons, 6 guns, 5,300 h.p., Lieut.-Comdr. Boddam Whit-ham, en route to Weihaiwei.

Walland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Yangtze.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Norville, Yangtze.

Widow, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. J. C. F. Borrett, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. R. Blackwood, Yang-tze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Robin W. Lloyd Hawes.

Overcome Your Doubt

Do not hesitate to put your faith in the world famous Beecham's Pills, the best, safest, surest and most reliable remedy for all stomach, liver and kidney troubles. When your stomach is out of order, it needs help, it must be thoroughly cleansed, strengthened and settled. Give

Beecham's
Pills

a chance. Let them prove that they can do for you what they have done for thousands of others during the past half century. They will promptly and effectively remove all the discomforts which arise from undigested food: will put your system in good condition and make life worth living. Any troubles arising from derangement of the digestive organs will be quickly corrected by taking Beecham's Pills. They will without a doubt promptly

Cure
And Convince.

Sold in boxes, price 9s. 11s. & 2s.

CHAPOTEAU'S
MORRHUOL



Superior to Emulsions or Cod Liver Oil.
Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.

Sold by all Chemists.

ON SALE

AT THE

HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

VESSELS ON THE BEAM

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED FOR HATYRIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ARCADIA," Captain S. J. Barcham, carrying His Majesty's mails, will be despatched from this port for BOMBAY, TO-MORROW, the 21st June, 1913, at Noon taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAMMOET," from Colombo, passengers' accommodation in which vessel is assured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed by Bombay in the s.s. "HIMALAYA," due in London on the 3rd August, 1913.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 9th June, 1913.

THE "INDRA" LINE, LIMITED.

FOR BOSTON & NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INDRAKUALA,"

Captain A. H. Smith, will be despatched as above on MONDAY, 23rd June.

This Steamer has superior accommodation for a limited number of Saloon Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 10th June, 1913. [781]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.

On or about 3rd July.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 11th June, 1913. 624

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, BOMBAY & PORT SAID VIA SINGAPORE.

(Without Transshipment.)

(Taking Cargo at through rates to all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria, Malaga, Levantine and South American Ports up to Callao.)

THE Steamship

"ISCHIA,"

Captain Belsito, will be despatched as above on FRIDAY, the 20th July, at Noon.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 17th June, 1913. [3]

GLEN LINE (McGREGOR, GOW & Co., LIMITED).

FOR HAVRE, LONDON AND ANTWERP.

THE Steamship

"GLENSTRAE,"

Captain Jas. McGillivray, will be despatched for the above Ports on or about 18th July, 1913.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th June, 1913. [786]

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years.

From 1874 to 1909.

Price 2s. Cash.

On Sale at the Daily Press Office or Local Book-sellers.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "H." midway between Hongkong and Kowloon "M." and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	S. Barcham	JARDINE, MATHESON & Co., Ltd.	About 15th July.
LONDON, via USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 25th inst.
HAVRE, ROTTERDAM, HAMBURG & ANTWERP &c.	BRASILIA	Ger. str.	L. W.	Deinart	HAMBURG-AMERICA LINE	On 2nd July.
LONDON & ANTWERP	GLINSTRAD	Brit. str.	—	Jas. McGillivray	HAMBURG-AMERICA LINE	About 18th July.
DUNKIRK & HAMBURG &c.	HIRKUNFELS	Ger. str.	L. W.	Masclius	CARLWITZ & Co.	On 7th July.
GENOA, NAPLES, LEGHORN, BAY & PORT SAID via SPORE	ISOLIA	Ital. str.	—	Belsito	HAMBURG-AMERICA LINE	On 4th July, at Noon.
MASSILLAS, HAVRE & HAMBURG, &c.	SITHONIA	Ger. str.	L. W.	Kotato	HAMBURG-AMERICA LINE	On 28th inst.
MASSILLAS via SINGAPORE, SPORE, COLOMBO, PORT SAID	PURIST BUELOW	Ger. str.	L. W.	Jäger	MESSENGER MARITIMES	On 30th inst.
MASSILLAS, LONDON & ANTWERP via SINGAPORE, &c.	AGUANO BEGIO	Frenc. str.	—	Rosati	NIPPON YUSEN KAISHA	On 1st July, at 1 p.m.
MASSILLAS, ROTTERDAM, HAMBURG & ANTWERP, &c.	ASHIMURA MARU	Jap. str.	—	F. L. Sommer	HAMBURG-AMERICA LINE	On 2nd July, at D'light.
MASSILLAS, B.C. & TACOMA via KEELUNG, &c.	ATSUMI MARU	Jap. str.	L. W.	Knaisel	OSAKA SHOSHUN KAISHA	On 25th inst., at 1 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	SAITO MARU	Jap. str.	—	J. Kuno	OSAKA SHOSHUN KAISHA	On 1st July, at 4 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	SAITO MARU	Jap. str.	—	T. Sato	OSAKA SHOSHUN KAISHA	On 10th July, at 1 p.m.
NAPLES, GENOA, ALGERIA, GIBRALTAR, STON MANLIA	SCHARNHORST	Ger. str.	—	F. Rehn	MELCHERS & Co.	On 25th inst., at 10 a.m.
TRIESTE, Fiume, VENICE via SINGAPORE, &c.	GIZELA	Aus. str.	—	—	SANDER, WIELER & Co.	About 1st July.
TRIESTE, via SINGAPORE, PHNANG, COLOMBO, &c.	KORBER	Aus. str.	—	—	SANDER, WIELER & Co.	On 15th July, at 4 p.m.
NEW YORK	WRAY CASTLE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 23rd inst.
BOSTON & NEW YORK	INDRAKUALA	Brit. str.	—	A. H. Smith	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND (Or)	C. FRED, LARSEN	Ger. str.	L. W.	Geissel	CANADIAN PACIFIC R. Co.	About 30th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 2nd July, at Noon.
VANCOUVER, SEATTLE, TACOMA & PORTLAND	VESTALIA	Brit. str.	2 m.	—	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	E. Bent	TOYO KAISEN KAISHA	On 1st July, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	TENNY MARU	Jap. str.	—	—	PAOPIU MAIL S.S. Co.	On 4th July, at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA	Aus. str.	—	—	PAOPIU MAIL S.S. Co.	To-morrow.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	KOREA	Am. str.	—	—	TOYO KAISEN KAISHA	On 2nd July, at Noon.
CAPEPORTS via MAURITIUS	DUNERIO	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th July, at 9 a.m.
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	—	—	MELCHERS & Co.	On 2nd July, at Noon.
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 2nd July, at Noon.
AUSTRALIAN PORTS via MANILA	COLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 5th Aug., at Noon.
MEKLAN, PERUVIAN & CHILE PORTS via JAPAN	KIYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 23rd inst.
Kobe & YOKOHAMA	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
Kobe & YOKOHAMA	HOPBANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
Kobe & YOKOHAMA	COLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	On 3rd July, at 11 a.m.
Kobe & YOKOHAMA	INDRA MARU	Jap. str.	—	T. Sawaki	NIPPON YUSEN KAISHA	On 2nd July, at 11 a.m.
Kobe & YOKOHAMA	E. F. FRIEDRICH	Jap. str.	—	S. Tominaga	SANDER, WIELER & Co.	On 18th July, p.m.
Kobe & YOKOHAMA	LUZON MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSHUN KAISHA	Quick despatch
Kobe & YOKOHAMA	YUTAROM	Dut. str.	—	—	DAVID SASSON & Co., Ltd.	On 30th inst.
Kobe & YOKOHAMA	JELUNGA	Brit. str.	1 m.	Sullivan	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
Kobe & YOKOHAMA	KUICHOW	Brit. str.	1 m.	Forestry	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
Kobe & YOKOHAMA	CHEONGSHING	Brit. str.	1 m.	V. Lydell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at M'night.
Kobe & YOKOHAMA	LYNAN	Brit. str.	1 m.	C. C. Williams	BUTTERFIELD & SWIRE	On 23rd inst.
Kobe & YOKOHAMA	CEYLON	Swed. str.	—	—	ARTHUR NISSON & Co.	On 23rd inst., at Noon.
Kobe & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
Kobe & YOKOHAMA	E. F. FRIEDRICH	Ger. str.	—	C. Mundt	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
Kobe & YOKOHAMA	SHIRU	Brit. str.	1 m.	J. R. Harris	P. & O. S. N. Co.	About 27th inst.
Kobe & YOKOHAMA	SEILA	Brit. str.	—	G. Phillips	MESSENGER MARITIMES	On 30th inst., at 5 a.m.
Kobe & YOKOHAMA	PERUVIAN	Frenc. str.	—	Brant	HAMBURG-AMERICA LINE	On 1st July, at 6 a.m.
Kobe & YOKOHAMA	KORBER	Ger. str.	L. W.	Dahl	SANDER, WIELER & Co.	On 2nd July.
Kobe & YOKOHAMA	PERANG MARU	Jap. str.	—	Noma	P. & O. S. N. Co.	Quick despatch.
Kobe & YOKOHAMA	CHINA	Brit. str.	—	C. H. S. Toogoo, R.M.S.	JAVA-CHINA-JAPAN LINE	On 25th inst., at 10 a.m.
Kobe & YOKOHAMA	TJILIWONG	Dut. str.	—	—	OSAKA SHOSHUN KAISHA	On 22nd inst., at Noon.
Kobe & YOKOHAMA	SOSHU MARU	Jap. str.	—	K. Tashiro	DOUGLAS, LAFLAIE & Co.	To-day, at 11 a.m.
Kobe & YOKOHAMA	DAIGI MARU	Jap. str.	—	S. Tokinaga	DOUGLAS, LAFLAIE & Co.	On 22nd inst., at 10 a.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAFLAIE & Co.	On 24th inst., at 11 a.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAFLAIE & Co.	On 27th inst., at 11 a.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAFLAIE & Co.	To-morrow, at 2 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	J. S. Roach	JARDINE, MATHESON & Co., Ltd.	On 24th inst., at 4 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	Leask	BUTTERFIELD & SWIRE	On 26th inst., at 4 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	P. H. Rolto	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 2 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	A. W. Osterbridge	SHAW, TOMES & Co.	Quick despatch.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	P. S. McMurray	JAVA-CHINA-JAPAN LINE	On 25th inst., p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	T. Hori	OSAKA SHOSHUN KAISHA	To-day, at 2 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	T. Yamaguchi	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 p.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	Bradley	JARDINE, MATHESON & Co., Ltd.	On 25th inst.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	F. Wheeler	DAVID SASSON & Co., Ltd.	On 28th inst.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	J. E. Drake	NIPPON YUSEN KAISHA	On 9th July, at D'light.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	Noguchi	JARDINE, MATHESON & Co., Ltd.	End of June.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	W. W. Tucker	MELCHERS & Co.	On 25th inst., at 9 a.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	F. Santill	BUTTERFIELD & SWIRE	On 25th inst., at 9 a.m.
Kobe & YOKOHAMA	HAITUNG	Brit. str.	2 h.	Mathias	—	—

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Singapore	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liver-pool	Quebec	Steamers	Vancouver	Yokohama	Nagasaki	Singapore	Hong-kong
MONTEAGLE	21 June	24 June	26 June	28 June	1 July	15 July	24 July	31 July	23 May	30 May	4 June	18 June	19 June	21 June	25 June
EMPERESS OF JAPAN	2 July	5 July	7 July	9 July	11 July	23 July	31 July	7 Aug.	6 June	13 June	18 June	29 June	30 June	2 July	4 July
EMPERESS OF RUSSIA	16 July	18 July	20 July	22 July	24 July	2 Aug.	7 Aug.	14 Aug.	20 June	27 June	2 July	16 July	17 July	19 July	21 July
EMPERESS OF INDIA	30 July	2 Aug.	4 Aug.	6 Aug.	8 Aug.	20 Aug.	28 Aug.	4 Sept.	—	—	23 July	8 Aug.	11 Aug.	13 Aug.	16 Aug.
EMPERESS OF ASIA	13 Aug.	15 Aug.	17 Aug.	19 Aug.	21 Aug.	30 Aug.	4 Sept.	11 Sept.	18 July	25 July	30 July	13 Aug.	14 Aug.	16 Aug.	18 Aug.
EMPERESS OF JAPAN	27 Aug.	31 Aug.	1 Sept.	3 Sept.	5 Sept.	17 Sept.	25 Sept.	2 Oct.	1 Aug.	8 Aug.	13 Aug.	24 Aug.	25 Aug.	27 Aug.	29 Aug.

PASSAGE RATES—HONGKONG TO LONDON.

Steamers	Includes of Meals and Sleeper across Canada	£71.10	£71.10
EMPERESS OF RUSSIA	Includes of Meals and Sleeper across Canada	£65	£67
EMPERESS OF ASIA	Includes of Meals and Sleeper across Canada	£43	£45
EMPERESS OF INDIA	Includes of Meals and Sleeper across Canada	—	—
EMPERESS OF JAPAN	Includes of Meals and Sleeper across Canada	—	—
MONTEAGLE	Includes of Meals and Sleeper across Canada	—	—

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,950, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

[743]

SHIPPING

ARRIVALS.

BENIARIG, British str., 2,510, Wallace, 18th June—Mojito 12th June, Conl.—Gibb, Livingston & Co.

HELEN, German str., 700, Jessen, 18th June—Touma, General—Jensen & Co.

LIANAN, British str., 1,350, C. O. Williams, 10th June—Shanghai 15th June, Mails and General—Butterfield & Swire.

MISUMI MARU, Japanese str., 1,650, Uchi-kashi, 18th June—Kwang Yen 16th June, Stone—A. Buno & Co.

St. Albans, British str., 4,118, E. B. Simpson, 18th June—Kobe 13th June, General—Gibb, Livingston & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, June 18th.

BRIDGE, British str., for Bangkok.

DAIMON MARU, Jap. str., for W'mitsu.

KEONGWAI, German str., for Bangkok.

DEPARTURES.

June 19th.

ATSUTA MARU, Japanese str., for Y'hama.

BOVERIC, British str., for Manila.

DEIKI RICKMERS, German str., for Dalny.

DEVANIA, British str., for Shanghai.

ERATERINOSLAV, Russian str., for S'pore.

LIANGSANG, British str., for Shanghai.

HANOI, French str., for Haiphong.

HUICHOW, British str., for Tientsin.

INDRASAMA, British str., for Kobe.

KAPONG, British str., for Hoihow.

LAISANG, British str., for Moji.

LIANAN, British str., for Canton.

OPLAND, Norwegian str., for Shanghai.

PHEUMPHU, British str., for Saigon.

SHIPPING REPORT.

The British str. *Lianan* reports: Strong monsoon, rough sea and clear.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Persia*, carrying the United States mails, left Yokohama on the 12th June, between 2 and 4 p.m., for Hongkong via Manila, and will arrive in Hongkong on the 23rd June.

The P.M. str. *Korea*, carrying the United States mail, left Yokohama on the 18th June, between 2 and 4 p.m., for Hongkong via Shanghai, and will arrive in Hongkong on the 26th June.

The T.K.K. str. *Shingo*, carrying the San Francisco for Hongkong on the 6th June, and is due in Hongkong on the 6th June.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* left Sydney on the 7th June, and may be expected to arrive here on the 27th June.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Yokohama on the 18th June, at 3 p.m., and was due to arrive at Kobe on the 18th June, at 3 p.m.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Bielefeld*, carrying the German mails with dates from Berlin of the 28th May, left Colombo on the 14th June, and may be expected here on or about the 25th June.

MERCHANT STEAMERS.

The H.A.L. str.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

MONGOLIA 27,000 tons, twin screws.	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, Kobe (via Inland Sea), YOKOHAMA and HONO- LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA 27,000 tons, twin screws.	SAFETY.	
KOREA 18,000 tons, twin screws.	SPEED.	
SIBERIA 18,000 tons, twin screws.		
NILE ... 11,000 tons.		
CHINA ... 10,200 tons.		
PERFIA ... 9,000 tons.		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$24 to London (return ticket \$40.10s.) First Class accommodations to San Francisco \$26. SPECIAL RATES to Officers, Army, Navy, Consular and to Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	1st July, at Noon.
PERFIA	9,000	...	...	...
KOREA	18,000	...	...	...
SIBERIA	18,000	...	...	...
CHINA	10,200	...	...	...
MANCHURIA	27,000	...	...	...
NILE	11,000	...	...	...
MONGOLIA	27,000	...	...	...
PERFIA	9,000	...	...	...

• INTERMEDIATE STEAMERS.
Passengers holding through tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
1st July ... PERFIA	3rd July	21st June	...	23rd June
4th July ... KOREA	6th July	19th July	...	21st July
29th July ... CHINA	31st July	27th July	...	29th July
19th Aug ... NILE	21st Aug	17th Aug	...	11th Aug
16th Sept ... PERFIA	18th Sept	17th Aug	...	19th Aug

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR	STEAMER	To SAIL
SHANGHAI, KOBE AND	ERNEST SIMONS	On 30th June, at 6 A.M.
YOKOHAMA	Capt. Prunot	...
MARSEILLES VIA PORTS	ARMAND BEHIC	On 1st July, at 1 P.M.
...	Capt. Rosati	...

TRANS-SHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from \$27.10 up to \$71.10. 20 hours arrival from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG.

TO
VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
ARRIVING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and affording the Quickest-Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed SAILINGS.

S.S. "DUNERIC" On 21st June.
For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD. A PCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain Sullivan, will be despatched for MIKE KOBE and MOJI on 30th June.
S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 4th July.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 26th June.
S.S. "DILWARA," 5,378 tons, Captain Ramage, R.N.R., will be despatched as above on 30th June.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to
DAVID SASSOON & CO., LTD.
Agents.

Hongkong, 14th June, 1913.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
HONGKONG TO CANTON.	FRIDAY, 20th JUNE, 1913.
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."
SATURDAY, 21st JUNE, 1913.	8 a.m. "HEUNGSHAN."
8 a.m. "HONAM."	5 p.m. "KINSHAN."
10 p.m. "HEUNGSHAN."	

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776. Night steamers Call No. 775.

HONGKONG-MACAO LINE.	S.S. "SUI AN," Tons 1651.
HONGKONG TO MACAO.	
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.	
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.	
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.	

EXCURSION TO MACAO.
SUNDAY, 22nd JUNE, 1913.
The Company's Steamship
"SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamship connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "FANAM," 598 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC.
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE.)
HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.P. Lines connect at San Francisco with the palatial trains of the Western-Pacific Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO-SCENIC-ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,
GENERAL ORIENTAL AGENT.
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG. 157

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "KOEBER," 9,900 tons, will leave as above on 15th July, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardesses, Laundry, 500 lbs. 2nd, 3rd and 4th Class.

FARES: Hongkong-Trieste (Venice) ...
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.
S.S. "GIBELA," will leave as above about 1st July. (For Cargo only.)
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £2.15, II £1.6.
By ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Lake, Calais or Boulogne, Class I £2.15, II £1.6.
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £2.11, II £1.5.9.
By TAVERNIER EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £2.19.8, II £1.6.

TO SHANGHAI.
S.S. "KOEBER," 9,900 tons, will leave as above on 1st July, at 6 a.m.
FARES: Hongkong-Shanghai, 26 lbs. 24 2nd, 22 3rd Class.
to KOBE via SHANGHAI, YOKOHAMA.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 26th June.
Cargo/taker at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & CO., Agents,
Hosekong, 16th June, 1913.
Prinsep Building.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
DESTINATION STEAMERS TONS DATE OF SAILINGS
SHANGHAI, YOKOHAMA, "CEYLON" ... 9,000 ... On 23rd June.
KOBE and MOJI ...
For Freight and Further Particulars, apply to
ARTHUR NILSSON & CO.,
YORK BUILDINGS, Top Floor.

Telephone No. 171.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. F. L. Sommer, 16,000	16,000	WED'DAY, 2nd July, at Daylight.
	KAGA MARU Capt. Tabusa, 12,500	12,500	WED'DAY, 16th July, at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	SADO MARU Capt. A. Sakawa, 12,500	12,500	TUESDAY, 1st July, at 4 P.M.
	YOKOHAMA MARU Capt. Wada, 12,500	12,500	TUESDAY, 1st July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler, 9,300	9,300	WED'DAY, 2nd July, at Noon.
	INABA MARU Capt. S. Tomimaga, 12,500	12,500	WED'DAY, 30th July, at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU Capt. Nguechi, 12,000	12,000	SATURDAY, 28th June.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. T. Hori, 12,500	12,500	MONDAY, 2nd June.
KOBE and YOKOHAMA	HITACHI MARU Capt. Yamawaki, 13,000	13,000	THURSDAY, 3rd July, at 11 A.M.
	TOSA MARU Capt. Sato, 12,000	12,000	MONDAY, 23rd June.
KOBE and YOKOHAMA	INABA MARU Capt. Tomimaga, 12,500	12,500	WED'DAY, 2nd July, at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	PENANG MARU Capt. Noma, 12,500	12,500	WED'DAY, 2nd July.
SHANGHAI, MOJI, KOBE and YOKOHAMA			1 Cargo only

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamers' Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.
Telephone Nos. 292 and 1241. (11-12-13)

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due	Due
			(Brindisi 2 days earlier)	(London 1 day later)
ARCADIA	June 21	MARMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23
ASSAYE	August 2	MAJOVA	Aug. 31	Sept. 6
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
			SATURDAY	FRIDAY
ARCADIA	August 30	MACEDONIA	Oct. 11	Oct. 17
DEVANHA	Sept. 13	MALWA	Oct. 25	Oct. 31
ASSAYE	Sept. 27	MOOLTAN	Nov. 8	Nov. 14
CHINA	October 11	MARMORA	Nov. 22	Nov. 28
DELTA	October 25	MOLDAVIA	Dec. 6	Dec. 12
INDIA	Nov. 8			

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12 " £106.14 RETURN.
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.
1st Proposed SAILINGS:

STEAMERS	Leave HONGKONG	Due MARSEILLES	Due LONDON
	About	About	About
NUBIA	June 25	July 31	Aug. 10
SUNDA	July 9	Aug. 15	Aug. 24
SARDINIA	July 23	Aug. 29	Sept. 7
SIMLA	August 6	Sept. 12	Sept. 21
NANUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NANZA	September 17	October 24	Nov. 2
NORE	October 1	November 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 3	Dec. 11
SUMATRA	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.
FARES TO LONDON:
1st SALOON £55.10 SINGLE, £87.10 RETURN.
2nd " £38.10 " £72.10 " £106.14 RETURN.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT

53

INSULAR & ORIENTAL**STEAM NAVIGATION COMPANY.**

VOY.	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	ARCADIA	Noon.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 25th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SIMLA and YOKOHAMA	Capt. G. Philipps	About 27th June.	Freight and Passage.
SHANGHAI	CHINA	About 3rd July.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hong Kong, 20th June, 1913.

CHINA NAVIGATION CO., LD.**SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 21st June, 11 A.M.
MANILA, CEBU and LOLO	"TEAN"	On 24th June, 4 P.M.
WEIHAIWEI and TIENTSIN	"KUBICHOW"	On 25th June, Noon.
HAIPHONG	"SUNGKIANG"	On 26th June, 9 A.M.
SHANGHAI	"ANHUI"	On 26th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANULI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS**

Hongkong, 20th June, 1913. Telephone 36.

DOUGLAS STEAMSHIP CO., LD.**HONGKONG-SOUTH CHINA COAST PORTS****HIGHEST** Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgkin	FRIDAY, 20th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 27th June, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	SUNDAY, 22nd June, at 10 A.M.
		WEDNESDAY, 25th June, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—**DOUGLAS, LARBAIR & Co., GENERAL MANAGERS.**

Hongkong, 19th June, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**MAIL SERVICE TO AUSTRALIA**

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	On 21st June, Noon.	On 21st June, Noon.
EASTERN	On 27th June.	On 19th July, Noon.
EMPER	On 28th July.	On 16th Aug., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

47

HAMBURG-AMERIKA LINIE.**IN CONJUNCTION WITH****DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:**OUTWARD.**

For SHANGHAI, KOBE and YOKOHAMA:

S.S. PREUSSEN ... 30th June.

S.S. SILESIA ... 20th July.

S.S. BELGRAVIA ... 30th July.

For Further Particulars, apply to—

HOMEWARD.

For VANCOUVER, SEATTLE and/or TACOMA and PORTLAND (Or).
S.S. C. FERD LAEISZ 20th June.
For MARSEILLES, HAYRE, HAMBURG:
S.S. SITHONIA ... 28th June.
For MARSEILLES, HAYRE & HAMBURG:
S.S. FUERST BUELOW 30th June.
For HAYRE, ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRASILIA ... 2nd July.
For DUNKERQUE & HAYRE:
S.S. BIRKENFELS 7th July.
For MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. ALTMAR ... 14th July.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th June, 1913.

19

TOYO KISEN KAISHA.**IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.****SAN FRANCISCO LINE.**

Operating the THREE TRIPLE-SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU**TENYO MARU.**

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	SATURDAY, 21st June, Noon.
SHINYO MARU	W. O. T. Filmer	SATURDAY, 12th July, at Noon.
CHIYO MARU	W. W. Greene	THURSDAY, 17th Aug., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.

The S.S. "TENYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on SATURDAY, the 21st June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	TONS	DATE OF SAILING
KIYO MARU	17,200	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

237

OSAKA SHOSEN KAISHA.**REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).****TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Kanno	WEDNESDAY, 24th June, at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 10th July, at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 24th July, at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 7th Aug., at 1 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 20th Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

Steamer	Captain	Leaving
"SAIGON MARU"	T. Yamaguchi	THURSDAY, 26th June, P.M.
"INDO MARU"	M. Nemoto	WEDNESDAY, 30th July, P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 26th Aug., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

Steamer	Captain	Leaving
"LUZON MARU"	H. Yamamoto	FRIDAY, 18th July, P.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	M. Nemoto	SATURDAY, 20th Sept., P.M.

CHINA & FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	Leaving

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	M. Nagano	SUNDAY, 22nd June, at Noon.
"DAIGI MARU"	S. Tokushige	Leaving

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 25th June, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Tashiro	FRIDAY, 20th June, at Noon.

These Steamers of Coast and Foremost Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Ferry Central).

For FURTHER INFORMATION, apply to

Z KAMIYA

MANAGER

Second Floor, No. 1, Queen's Building

741

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 26th June, 4 P.M.
EUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to **SEEWAN, TOMES & Co., General Managers,**Hongkong, 9th June, 1913. **PHILIPPINES S.S. Co.** 120**THE TAIKOO DOCK YARD****AND ENGINEERING CO. OF HONGKONG, LTD.****TAIKOO DOCK YARD, HONGKONG.**

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 31' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and FLEASIBLE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address:—"TAIKOO DOCK." 449

JAVA-CHINA JAPAN LIJN**REGULAR FORTNIGHTLY SERVICE BETWEEN**

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	First half of June	SHANGHAI	Second half of June
TJILATJAP	JAVA	Second half of June	JAPAN	Second half of June
TJIBODAS	JAVA	First half of July	SHANGHAI	First half of July
TJIMANOEK	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH	JAVA	Second half of July	JAPAN	Second half of July
TJITAROEM	—	—	—	—
TJIPANAS	—	—	—	—
TJIKINI	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 4th June, 1913.

Telephone No. 375.

16

NORDEUTSCHER LLOYD, BREMEN**IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TONS	TO SAIL
-----	----------	------	---------

NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. "SCHARNHORST" Capt. F. REHM, 16,000 } Wednes., 25th June, at 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA. "PRINZ E. FRIEDRICH" Capt. C. MUNDT, 1,900 } About Wednes., 25th June.

MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "COBLENZ" Capt. L. KLUCKERT, 6,750 } Saturday, 12th July, at 9 A.M.

KOBE and YOKOHAMA. "COBLENZ" Capt. L. KLUCKERT, 6,750 } About Tues., 24th June.

KUDAT and SANDAKAN. "BORNEO" Capt. F. SEMBIL, 5,000 } End of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to

NORDEUTSCHER LLOYD, MELOERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 16th June 1913.

4

ON SALE.**THE****DIRECTORY****AND****CHRONICLE**

FOR

CHINA, JAPAN, COREA, INDO-CHINA, STRAITS SETTLEMENTS, MALAY STATES, SIAM, NETHERLANDS INDIA, BORNEO, THE PHILIPPINES, Etc.

FOR THE YEAR

1913.

OVER 1,800 PAGES 15 MAPS AND PLANS.

TO BE OBTAINED AT THE OFFICE OF

THE "HONGKONG DAILY PRESS,"

OR

Messrs. KELLY & WALSH, LTD.

